



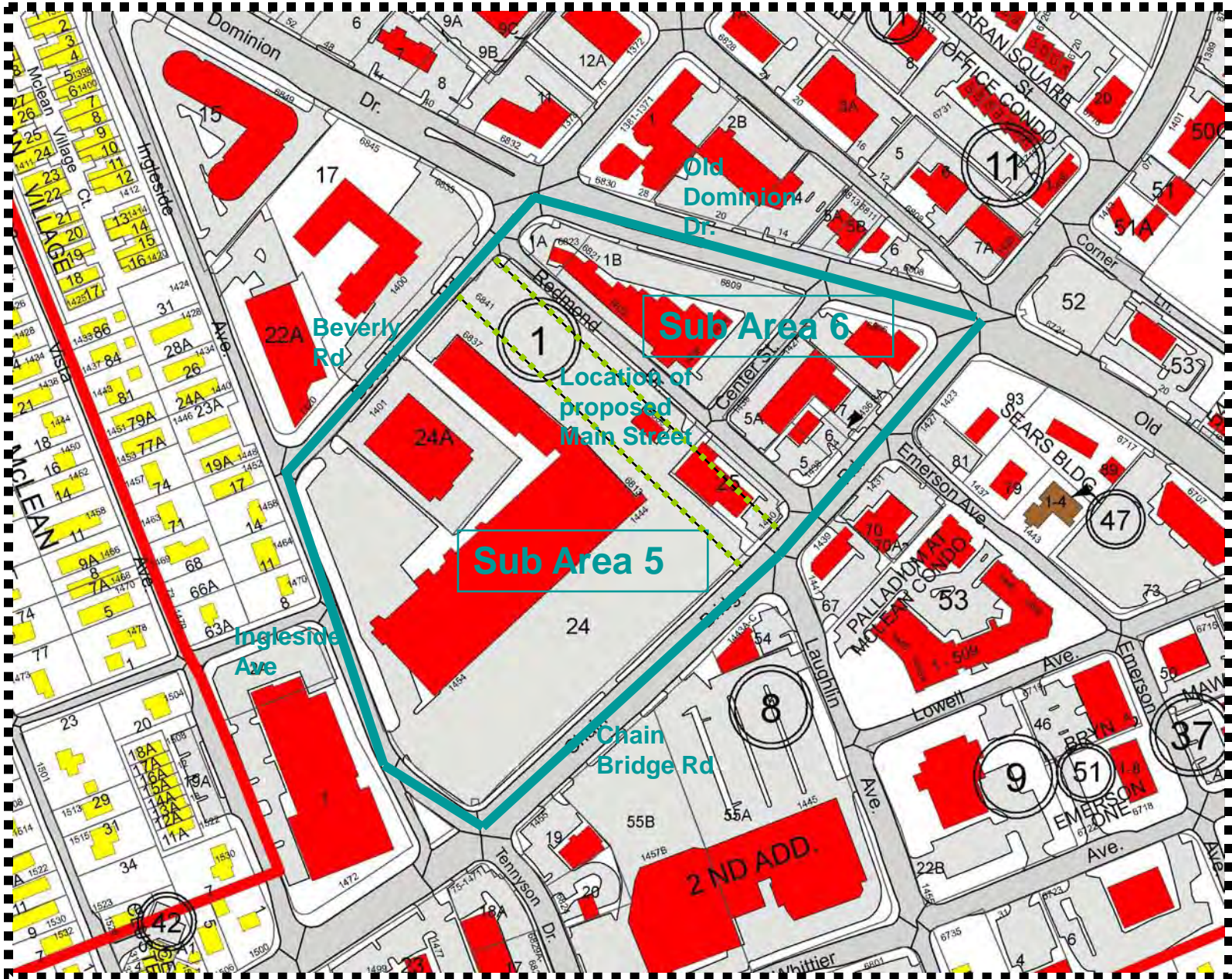
McLean Main Street Public Forum ***Exchange of Ideas***

Sponsored & Hosted by
McLean Planning Committee
John W. Foust, Dranesville District Supervisor
Fairfax County Office of Community Revitalization and Reinvestment

April 2008



Context



Old Dominion Dr.

Sub Area 6

Location of proposed Main Street

Sub Area 5

Chain Bridge Rd

Beverly Rd

Ingleside Ave

MCLEAN

Village

Dominion

Dr.

Dr.

Dr.

Dr.

Dr.

Dr.

Dr.

Dr.

Dr.

Dr.

Dr.

Dr.

15

17

22A

24A

24

2 ND ADD.

1

8

9

51

37

11

47

42

18A

17A

16A

15A

14A

13A

12A

11A

23

20

29

31

34

1530

1522

1514

1506

1498

1490

1482

1474

1466

1458

1450

1442

1434

1426

1418

1410

1402

1394

1386

1378

74

77

74

71

68

66A

63A

1470

1462

1454

1446

1438

1430

1422

1414

1406

1398

1390

1382

1374

1366

1358

1350

1342

1334

14

16

18

21

28

31

1458

1450

1442

1434

1426

1418

1410

1402

1394

1386

1378

1370

1362

1354

1346

1338

1330

1322

1314

11

14

16

18

21

26

28A

23A

1458

1450

1442

1434

1426

1418

1410

1402

1394

1386

1378

1370

1362

1354

1346

1338

1330

4

6

8

10

12

13A

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

Subarea #5: Chain Bridge Road, Ingleside Avenue, Beverly Road, and Redmond Drive.

Guidelines

Planning Objective

Maintain a concentration of convenience retail, including supermarket. The primary objective of this parcel is to create a pedestrian-oriented gathering place around a new street to run parallel to Redmond Street between Beverly Road and Chain Bridge Road. **Land**

Use Objective

Minimum 100,000 sq. ft. retail, approximately 50,000 sq. ft. must be convenience retail including supermarket. Maximum FAR to be .50. Opportunity to develop structured parking concentration and entertainment. Office as residual use.

Implementation Strategy

If redevelopment occurs, allow reduction in yard requirements through the rezoning and/or site plan review processes to further encourage a pedestrian-oriented environment.

Parking Requirement

Large sites offer opportunity to develop structured parking reservoir which can serve qualifying off-site parcels. Structured parking to serve all day office workers. 25% of retail parking requirement to be at grade and directly accessible to retail. Structured parking will be necessary to accommodate new street.

Design Objective

Public Space Guidelines

North (Beverly Road): Public Walkway type F or Commercial Office Walkway type H; Underground Utilities.

East (Redmond Drive): service alley

South (Chain Bridge Road): Expansive Parking Lot type D or Commercial Office Walkway type H; Underground Utilities.

West (Ingleside Avenue): Expansive Parking Lot type D or G

Mid-Block (between Beverly Road and Chain Bridge Road): Main Street Type A.

Building Envelope Guidelines

Main Street Type A, Expansive Parking Lot type D, or Mixed-Use Shopping Center type J. Building entrances oriented toward Main Street. Service oriented toward Redmond Drive.

Building Relationships

Clusters of at-grade, short term convenience parking accessible from Chain Bridge Road; structured or large at-grade parking accessible from Beverly Road. Building mass should frame space of new street. Landscaped buffer along Ingleside Avenue.

Special Considerations

Opportunity to create a mixed (vehicular/pedestrian) shopping street; gateway feature at southwest corner focus. Public amenities to enhance pedestrian crossing at Center Street, southwest and southeast corners and pedestrian crossing at Old Chain Bridge Road and Redmond Drive. Pedestrian crossings at Chain Bridge Road and pedestrian through-block facility between Ingleside Avenue and Center Street.

Subarea #6: Chain Bridge Road, Redmond Drive, Beverly Road, and Old Dominion Drive.

Guidelines

Planning Objective

Create single or interrelated mixed-use developments which contribute to the core image of the CBC. New development should provide amenities, consolidate properties, meet design objectives and retain existing retail and restaurant uses.

Land Use Objective

Minimum 30% development to be retail, of which half must be classified convenience. Base intensity of .35 FAR. Maximum intensity of .50 FAR. Restaurant and entertainment uses encouraged. Office as residual.

Implementation Strategy

Encourage provision of amenities, consolidation of properties and design objectives through a rezoning application and/or a site plan review.

Parking Requirement

Should qualify for up to 30% of parking requirement transferred to adjacent designated parking reservoirs. Structured parking to serve all day office workers. 50% of retail parking requirement to be at-grade and directly accessible to retail.

Design Objective

Public Space Guidelines

North (Old Dominion Drive): Public Walkway type E or Commercial Office Walkway type H

South (Chain Bridge Road): Public Walkway type E or G, or Commercial Office Walkway type H; Underground Utilities

West (Redmond Drive): Commercial Service Alley; Underground Utilities Center Street: Public Walkway Type E or F.

Building Envelope Guidelines

Public Walkway type E or Mixed-Use Shopping Center type J. Building entrances oriented toward Chain Bridge Road, Center Street and Old Dominion Drive. Service and parking oriented toward Redmond Drive. Building features encouraged at street corners. Plaza feature at Center Street and Old Dominion Drive in open space.

Building Relationships

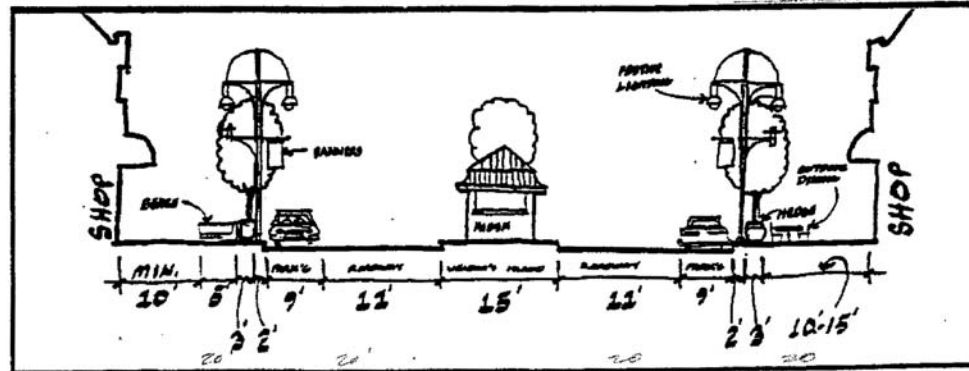
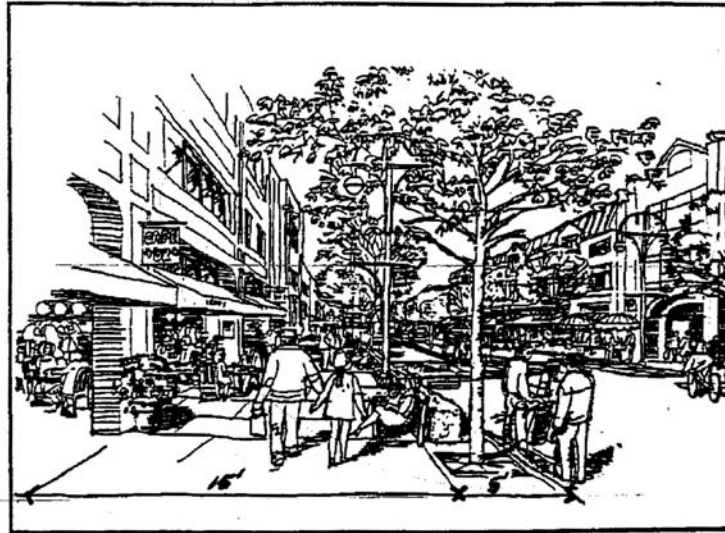
Clusters of at-grade, short term convenience parking accessible from Redmond Drive; below grade structured parking accessible from Redmond Drive. Building mass should frame space of all surrounding streets where not set back for convenience parking.

Special Considerations

Major building and retail entrances must orient toward pedestrian focus on Center Street. Public amenities to enhance pedestrian crossings at Chain Bridge Road, Old Dominion Drive and Redmond Drive. Existing or equivalent retail to be retained. Pedestrian connection between Center Street and Chain Bridge Road to line up with Emerson Avenue. Close southern portion of Redmond Drive to create a landscaped pedestrian plaza. Provide street trees on Old Dominion Drive, Chain Bridge Road, and Beverly Road, and full streetscape on Center Street. The brick building at the intersection of Chain Bridge Road and Old Dominion Drive is an exemplary sample of the proposed quality of redevelopment in the McLean CBC. As such, it should not be subject to any further taking of property in conjunction with any proposed improvements at this intersection.

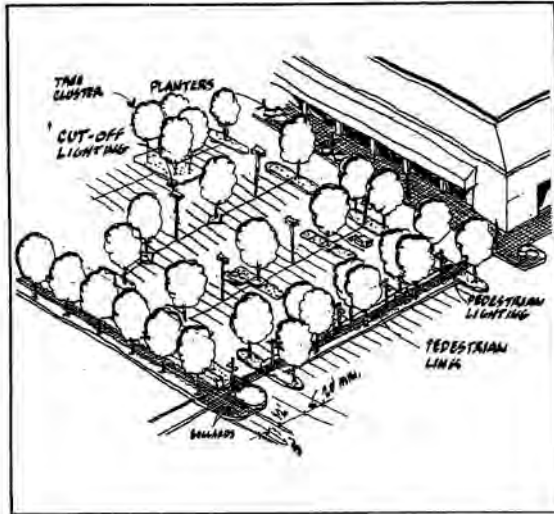
FAIRFAX COUNTY COMPREHENSIVE PLAN, 2007 Edition
McLean Open Space Design Standards, Amended through 1-27-2003
(Adopted By Reference)

A. MAIN STREET - THE VISION

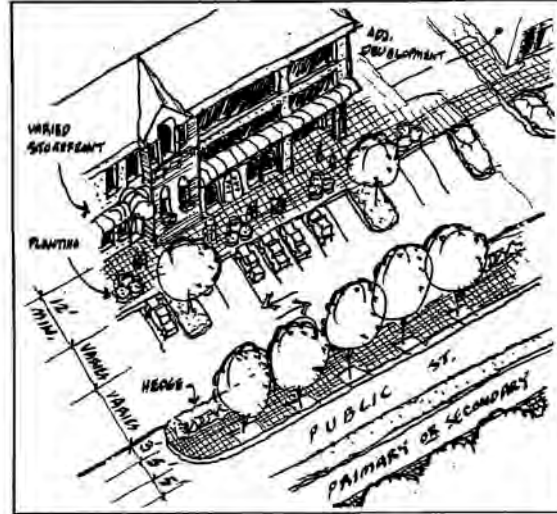


FAIRFAX COUNTY COMPREHENSIVE PLAN, 2007 Edition
McLean Open Space Design Standards, Amended through 1-27-2003
(Adopted By Reference)

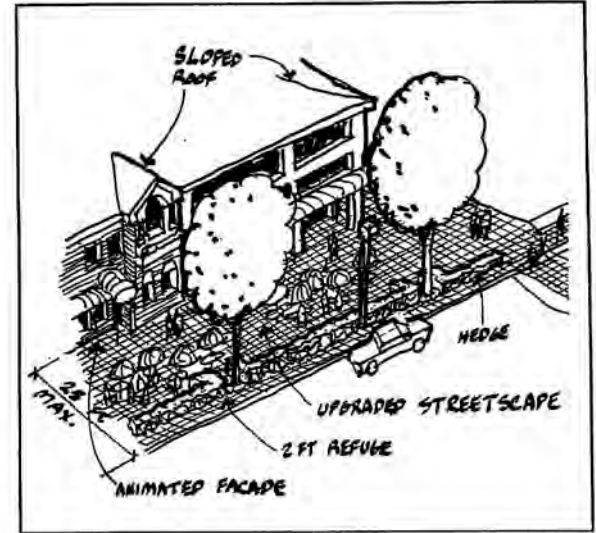
D. EXPANSIVE PARKING LOT



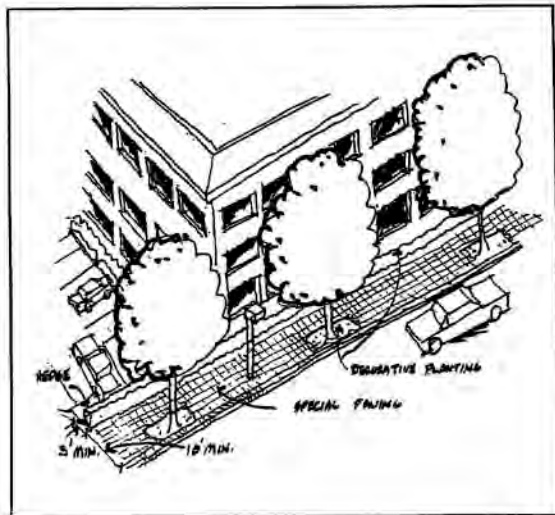
E. MAJOR PUBLIC WALKWAY - ADJACENT TO PARKING



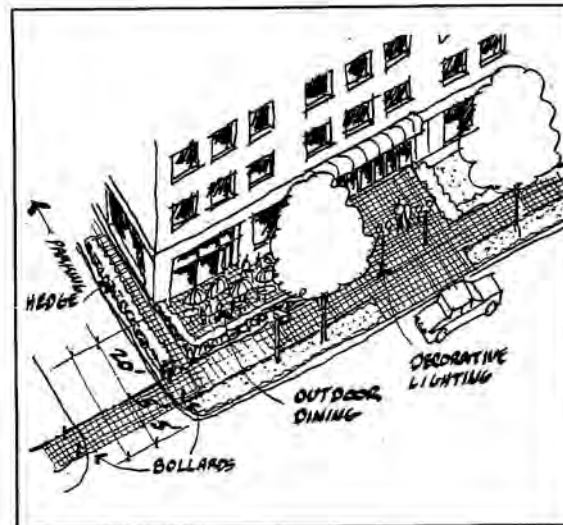
F. MAJOR PUBLIC WALKWAY - ADJACENT TO SHOPPING STREET



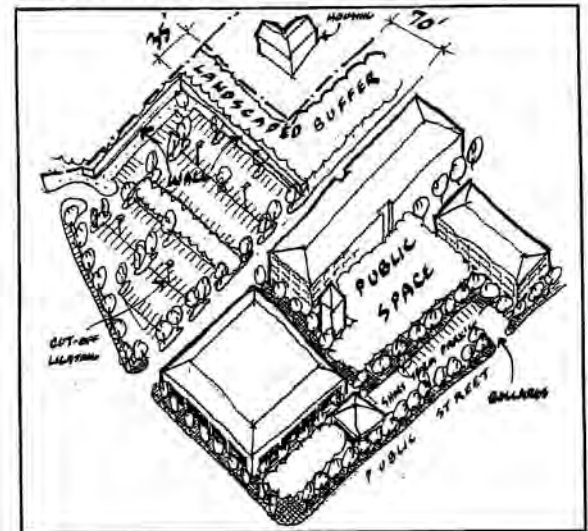
G. MINOR PUBLIC WALKWAY - ADJACENT TO NON-SHOPPING STREET



H. COMMERCIAL OFFICE WALKWAYS - ADJACENT TO PUBLIC STREET



J. MIXED USE SHOPPING CENTER





History

McLean, Virginia

**Crossroads
to
Hodge Podge
to
State of Mind
to
Community**

Presented by: Jack Wilbern, RA - 04 Apr 2008

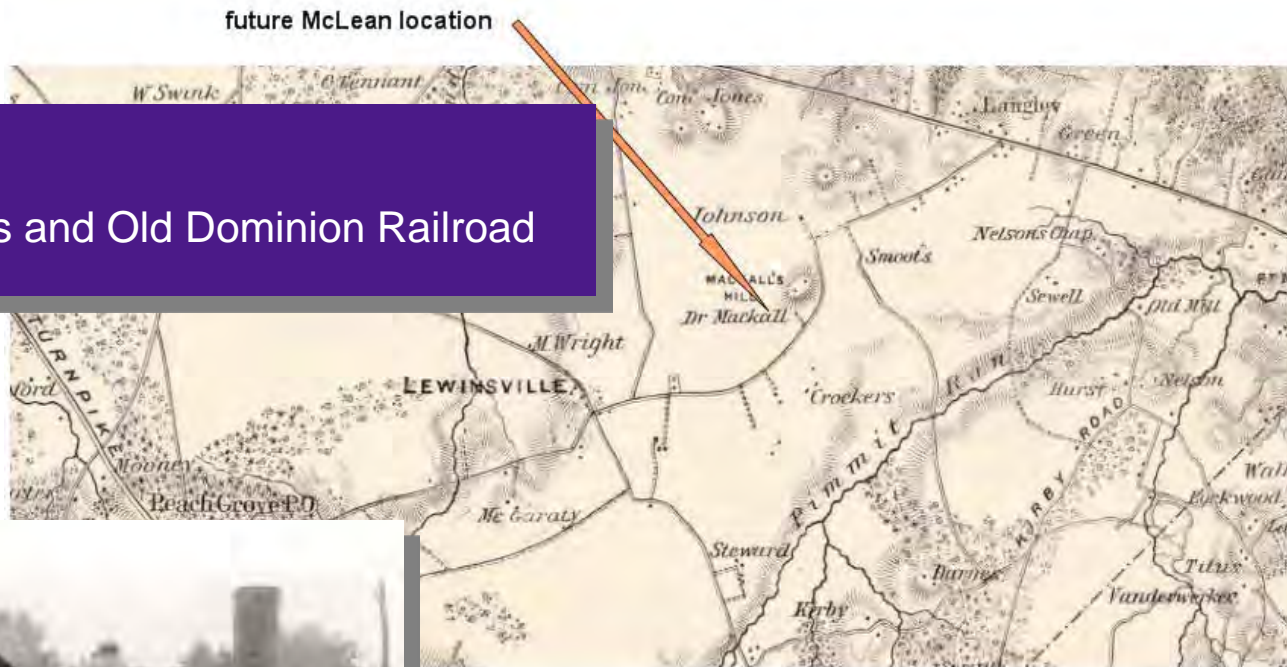
■ Presentation Outline

- ❖ Very Brief History of Development in McLean
 - ❖ What Happened Ten Years Ago
 - ❖ The Current Plan
 - ❖ The South Village - Main Street
 - ❖ Current Status
-

Very Brief History of Development in McLean

- John McLean

- 1910 - Great Falls and Old Dominion Railroad



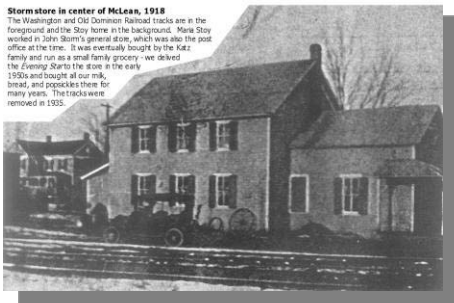
Eastern Virginia & Vicinity of
Department, Topographical Engineers
J. Schedler, New York, 1862
available at www.davidrumsey.com

Very Brief History of Development in McLean

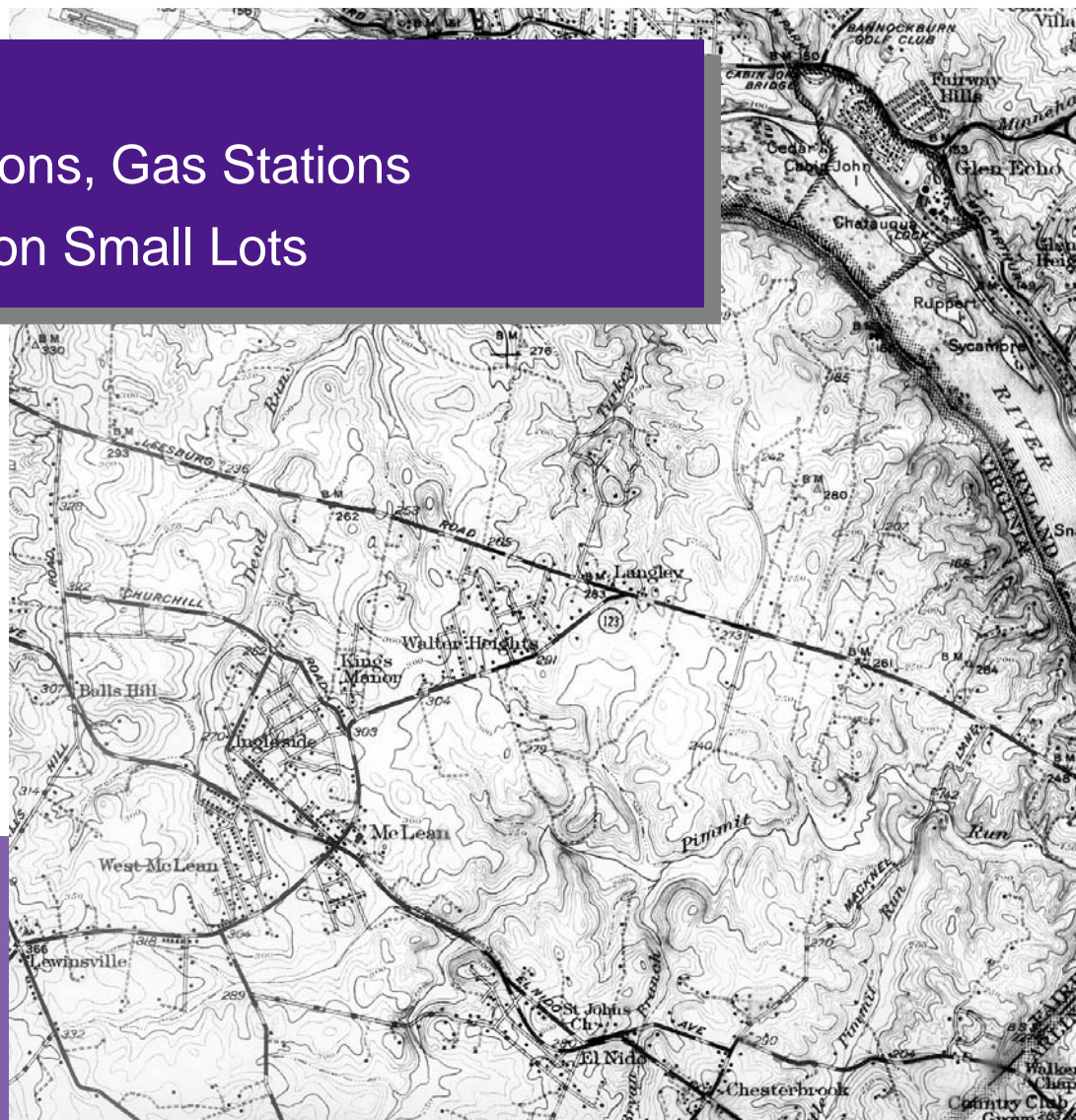
- General Stores then...
- Gas Stations, Gas Stations, Gas Stations
- General Hodge Podge on Small Lots

Storm store in center of McLean, 1918

The Washington and Old Dominion Railroad tracks are in the foreground and the Store home in the background. Miss Store worked in John Storm's general store, which was also the post office at the time. It was eventually bought by the Kitz family and run as a small family grocery - we delivered the Evening Star to the store in the early 1950s and bought all our milk, bread, and popples there for many years. The tracks were removed in 1935.



John Storm's general store
Photo taken by Ralph "Ep" Pearson in 1934.



■ Very Brief History of Development in McLean

■ 1960s - McLean Planning Committee Created

- Those That Live in McLean
- Those That Make A Living in McLean

■ 1970s - First Comprehensive Plan

- “Make It Just Like Carmel, California”

■ 1988 - Second Comprehensive Plan

- “Put all the Density at the Crossroads”
 - (Old Dominion & Chain Bridge Road)
- “Oh - And Get Rid of All The Gas Stations”

- What Happened Ten Years Ago

- 1998 The Perfect Storm... ala Stu Mendelsohn
 - APR/Comprehensive Plan Year +
 - County Revitalization Efforts +
 - New Development Coming
- Massive McLean Community Meetings
- Professional and County Assistance
 - Economic, Traffic & Planning Reports

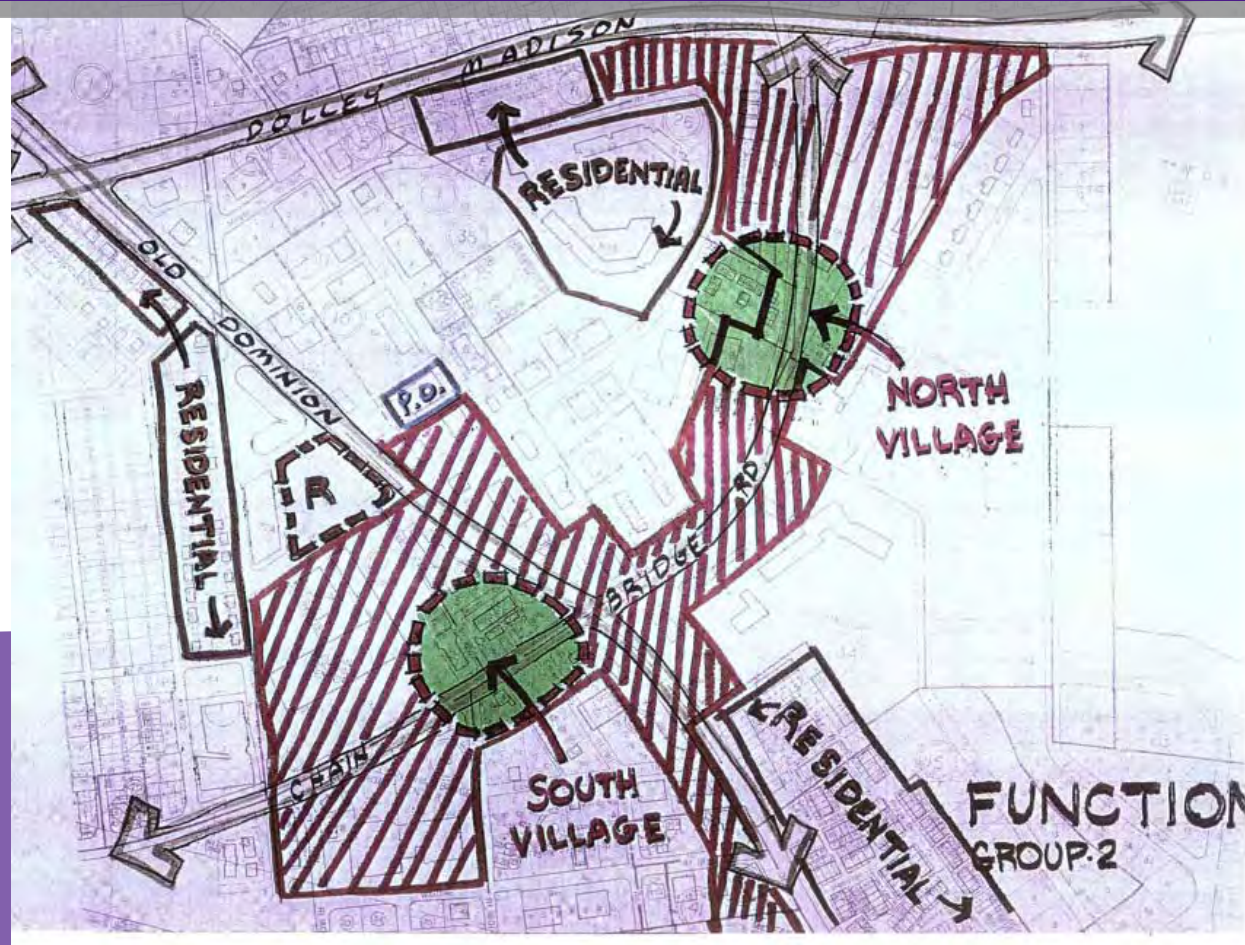
- What Happened Ten Years Ago



- McLean Community Business Center... becomes a County 'Revitalization Area'

- The Current Plan

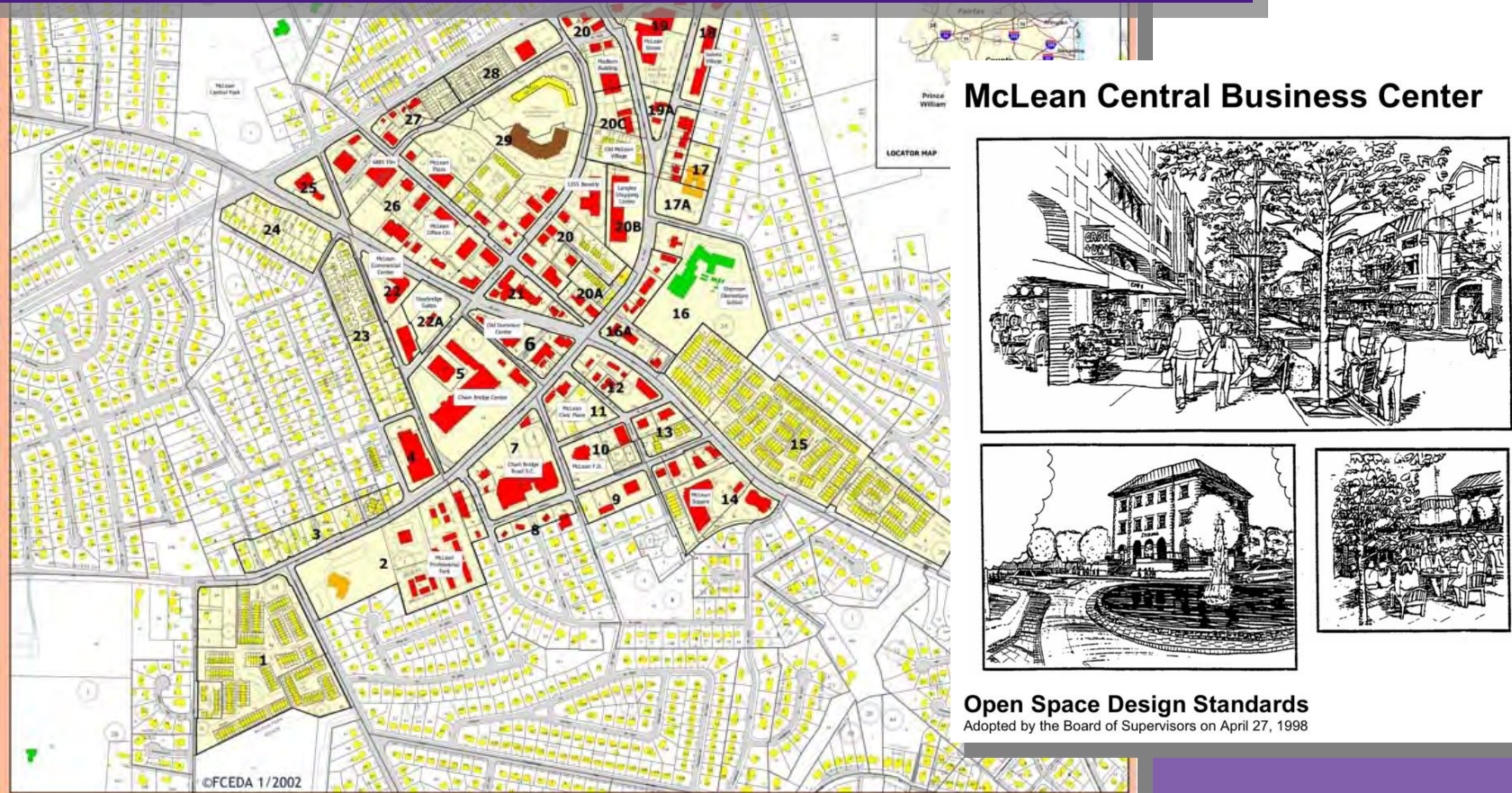
- “Its Not A Crossroads - Make This A Place For People”
 - One Density Pole Tent Becomes... a Two Density Pole Tent



■ The Current Plan

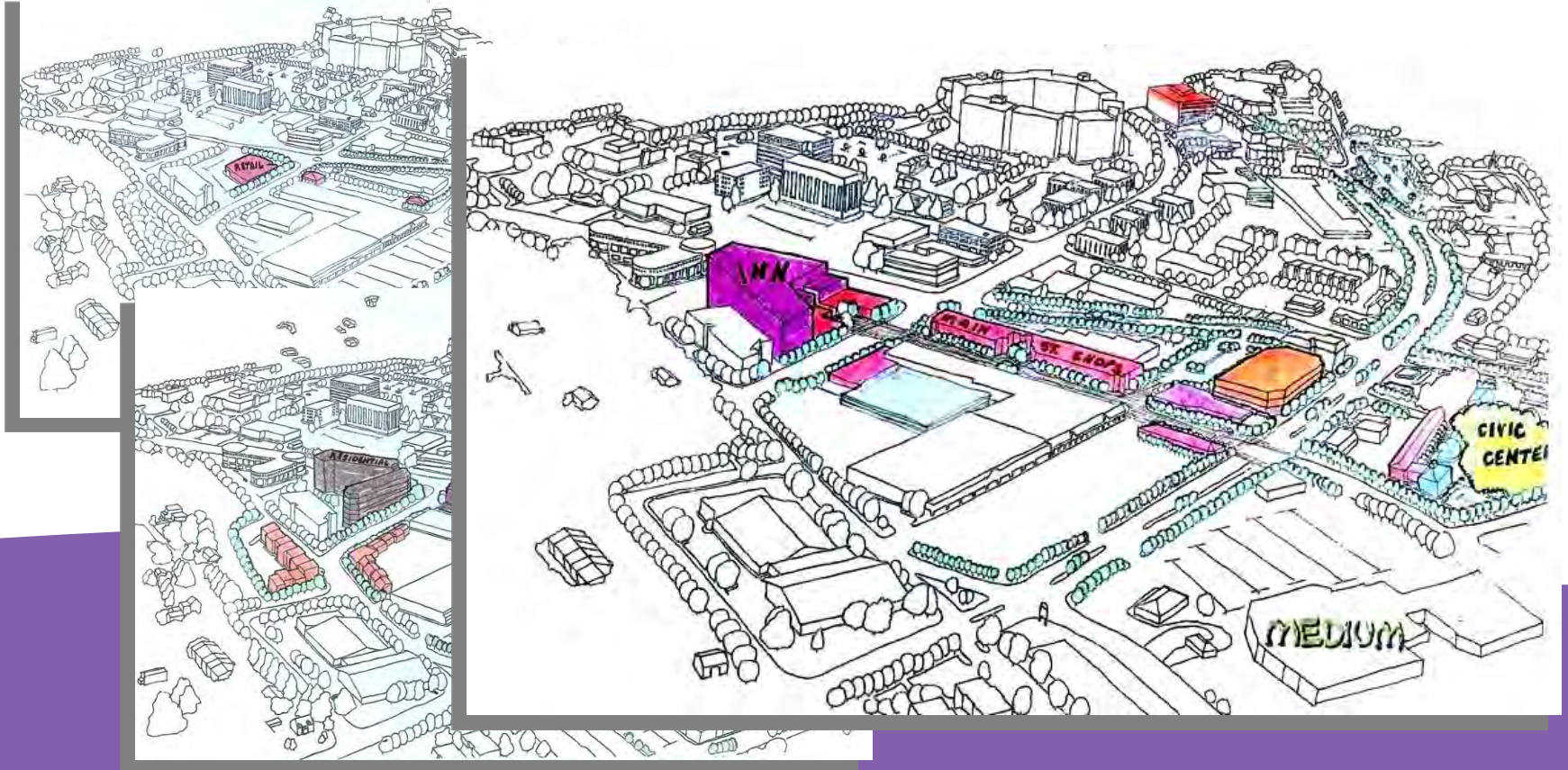
■ Comprehensive Plan - The 'McLean Model'

- Sub Areas
- Design Guidelines



- The Current Plan

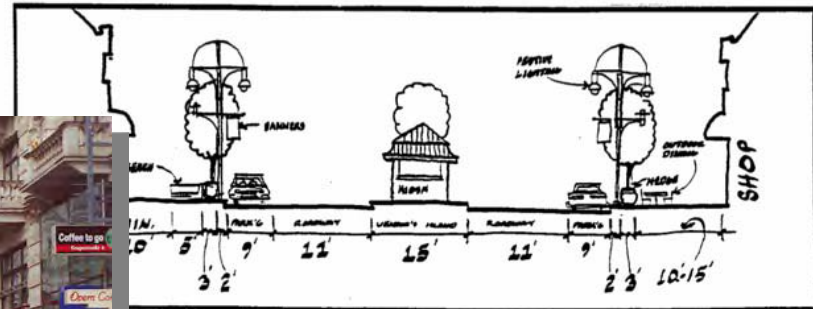
- Within the Overall Plan - A North Village
- Minimum, Maximum & Medium



■ The South Village - Main Street

A. MAIN STREET - THE VISION

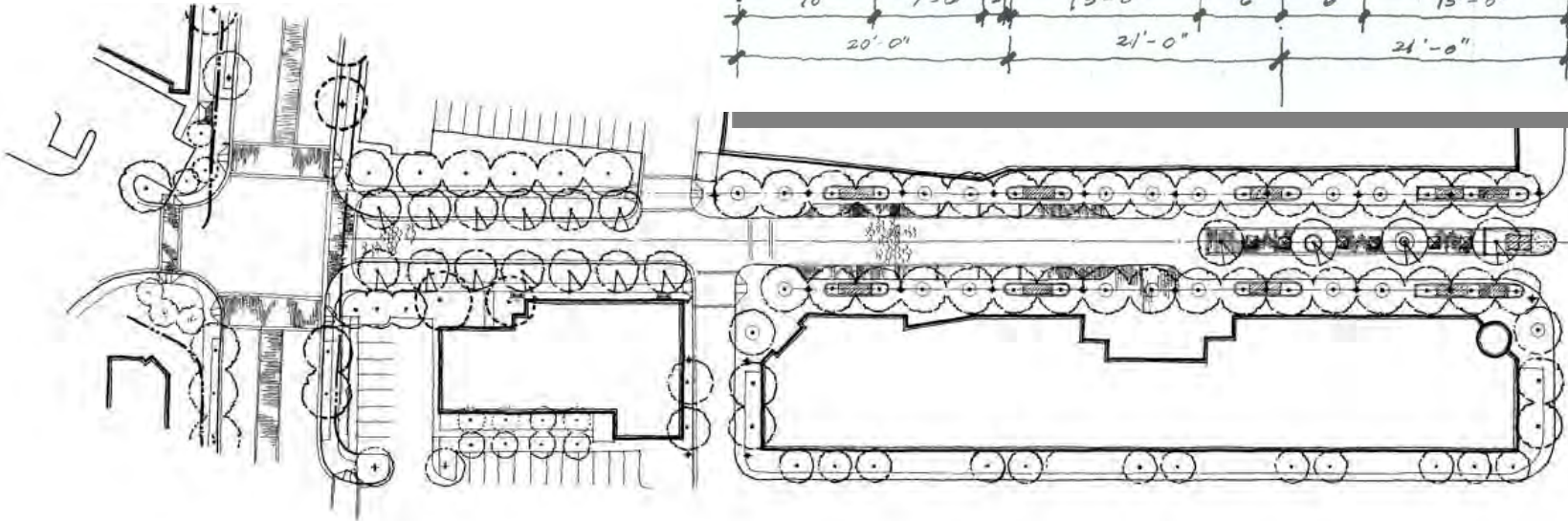
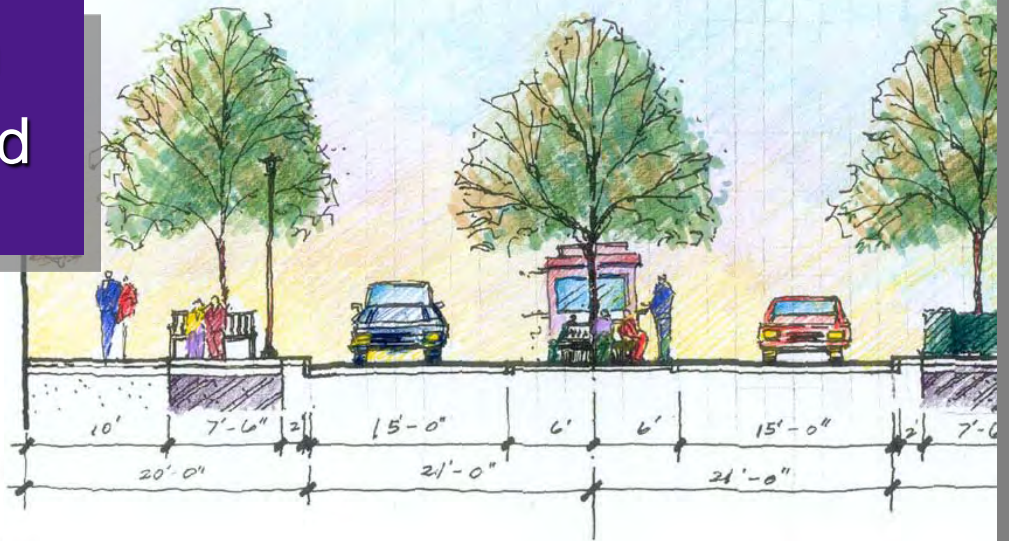
- Design Guidelines developed
- Constrained Footprint Assumed

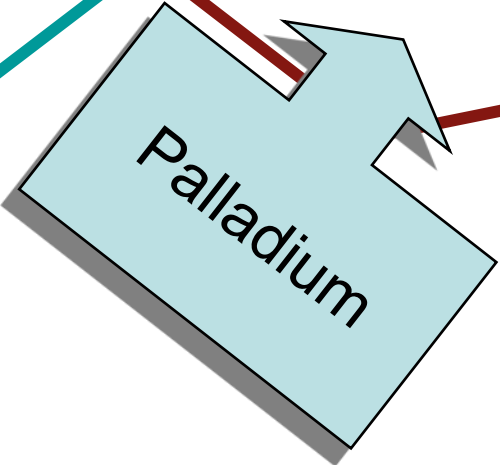
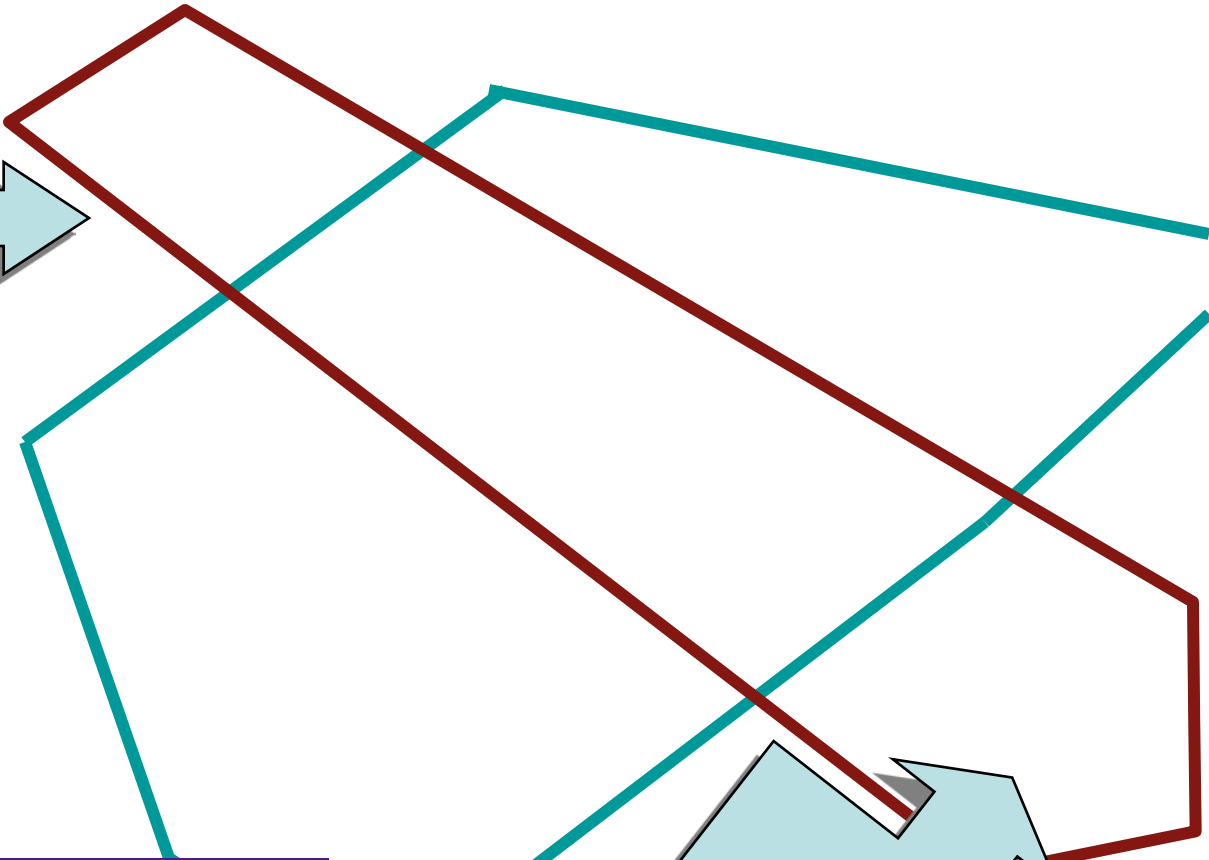
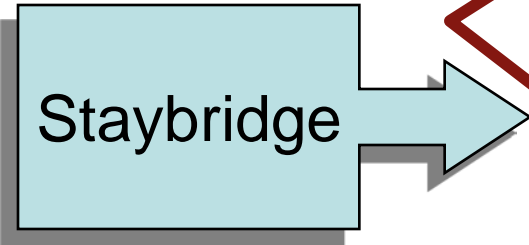


It is a new, primarily pedestrian-oriented street between Chain Bridge Road and Beverly courages leisurely window shopping as well as outdoor seating and dining. This new wide two traffic lanes and parallel parking, with the potential at the northern-end for a The pedestrian concourses along either side should be 20 to 25 feet between buildings curb. Each concourse should have a minimum 2-foot refuge strip adjacent to the road, a planting strip to accommodate privacy hedges and shade trees, and a pedestrian area for ng ranging from 13 to 18 feet in width. Shade tree spacing should be approximately 30 be coordinated with the location of the lighting fixtures. This guidance applies to the vn on the table in Appendix 9.

■ The South Village - Main Street

- A Slow Design Evolution
- Parking Fund Established





- ❖ Current Status
- ❖ End Points Completed
- ❖ Possibilities May Have Expanded



Old Dominion Dr.

Sub Area 6

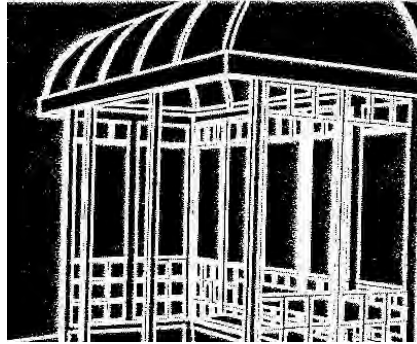
Location of proposed Main Street

Sub Area 5

Beverly Rd

Ingleside Ave

Chain Bridge Rd



Question 1

**What does Main Street mean to
you?**



Charlottesville: Downtown Mall



Georgetown: Dean & DeLuca



Washington DC: Gallery Place



Georgetown: Cady's Alley



Georgetown: Cady's Alley



Silver Spring: Downtown



Shirlington Main Street



Georgetown: M Street



Richmond High Street, England



Possible Main Street with 4 and 6 story buildings



Question 2

**Which of the following uses
should be on the site?**



McLean: Curron Square



Clarendon: Market Commons



Clarendon: Market Commons



Fairfax Corner



McLean 5882 Elm Street



*McLean: PNC Bank
Old Dominion Dr/ Chain Bridge Road*



Shirlington



Shirlington



Georgetown: Cady's Alley



Old McLean Village



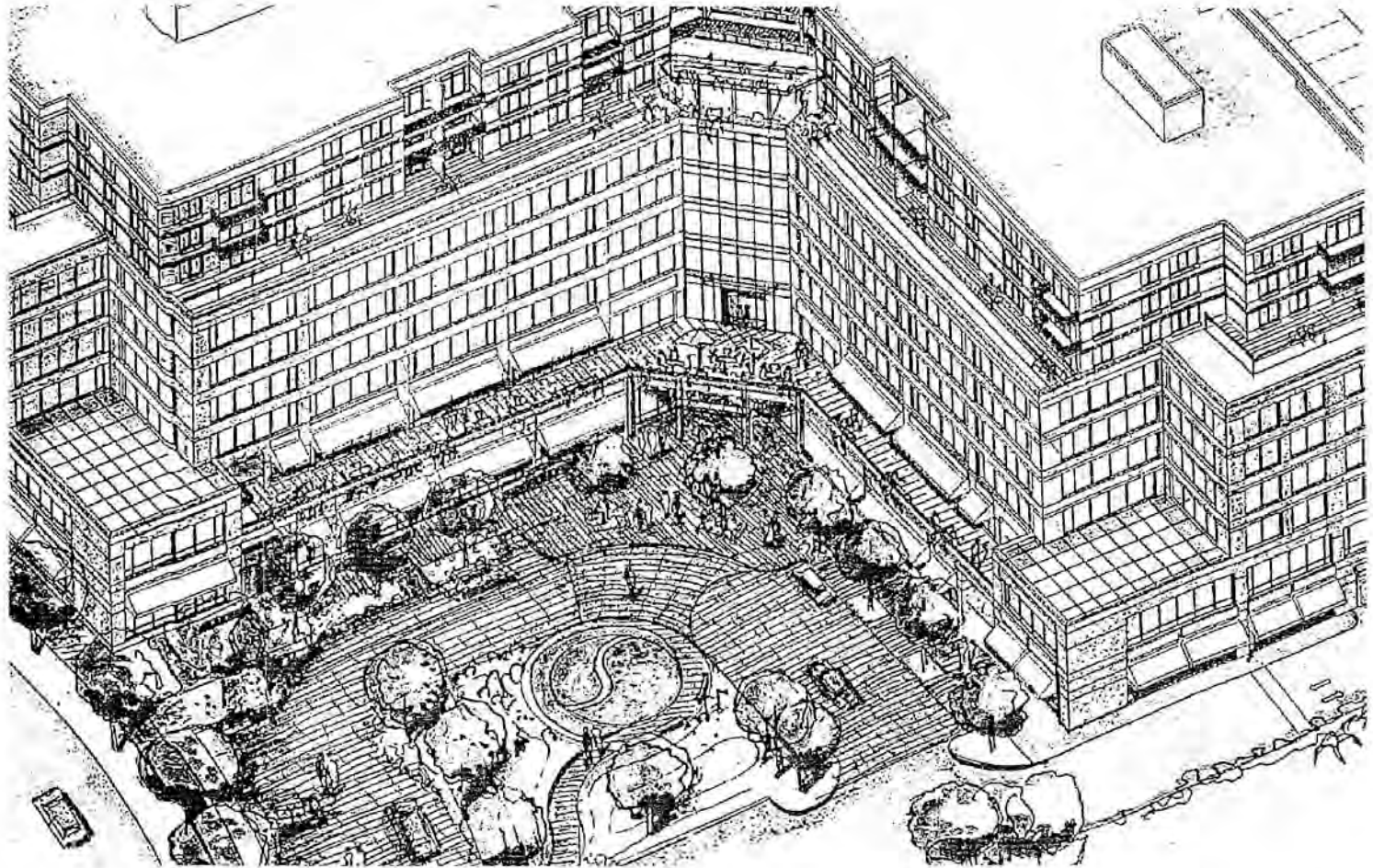
McLean:6828-30 Old Dominion Drive



Newport News City Center Oyster Point



Merrifield Proposed Town Center



Annandale: Proposed Markham Plaza



Question 3

Is it important that the following modes of transportation to the site are accommodated?





Question 4

How high should the buildings be?



McLean Chain Bridge Center

2-3
Stories



*Clarendon, Arlington, VA
indicating 3 story building,
with retail at sidewalk level
and parking above.*

3
Stories



Palladium at McLean Condominiums

4-5
Stories



*Santana Row, San Jose CA,
indicating 4 & 6 story buildings;
and focus building in median*

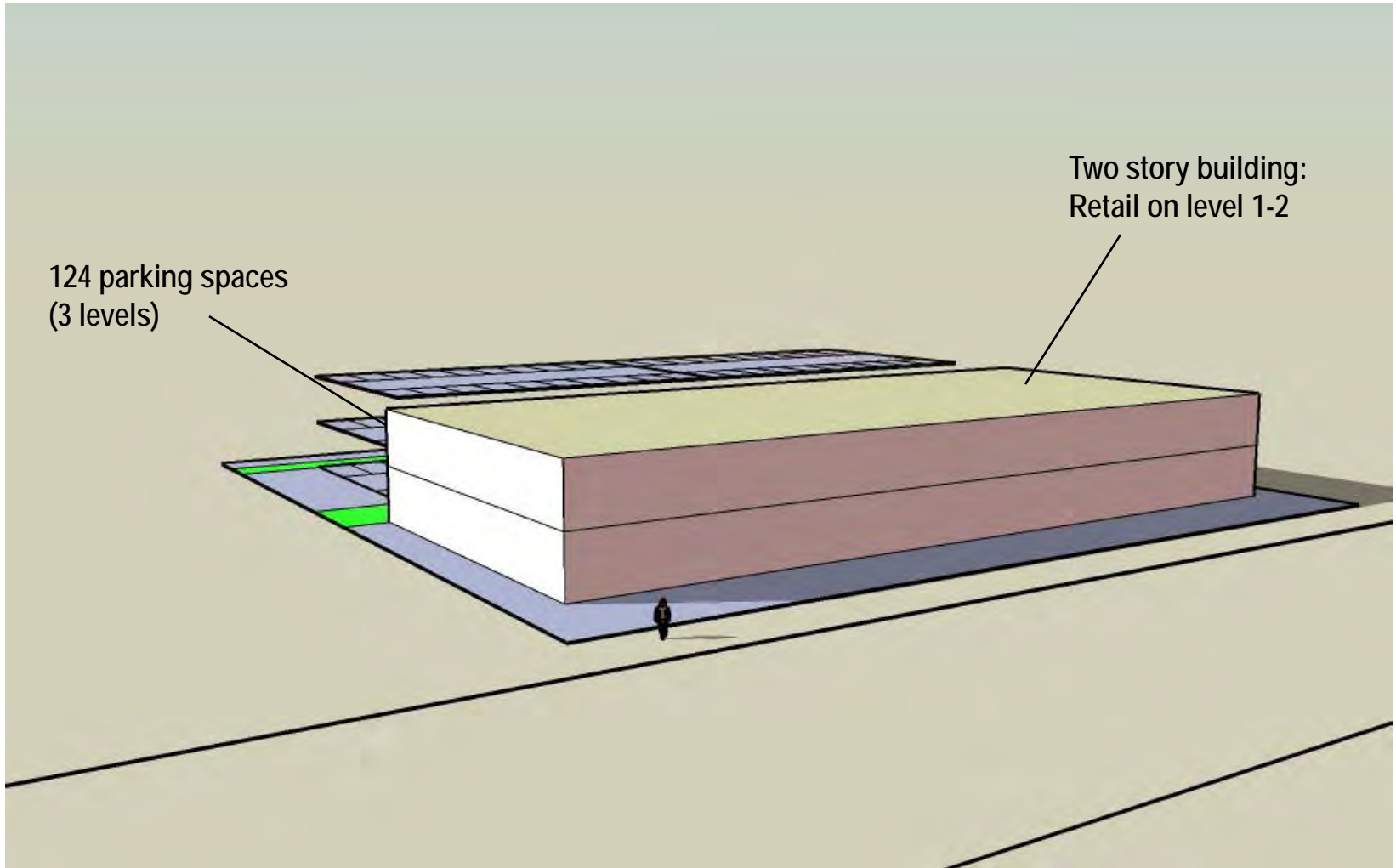
4-6
Stories



5
Stories

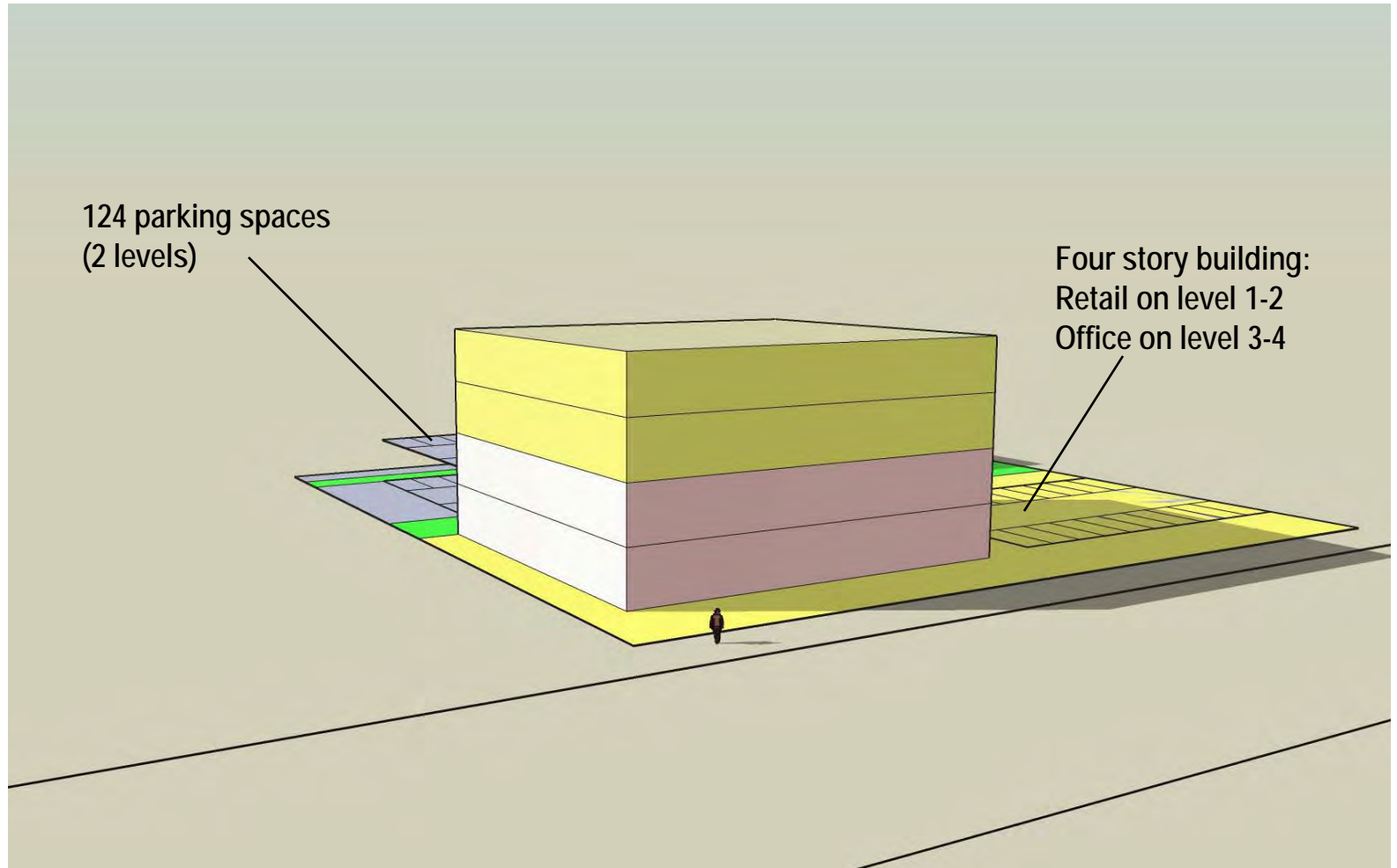
124 parking spaces
(3 levels)

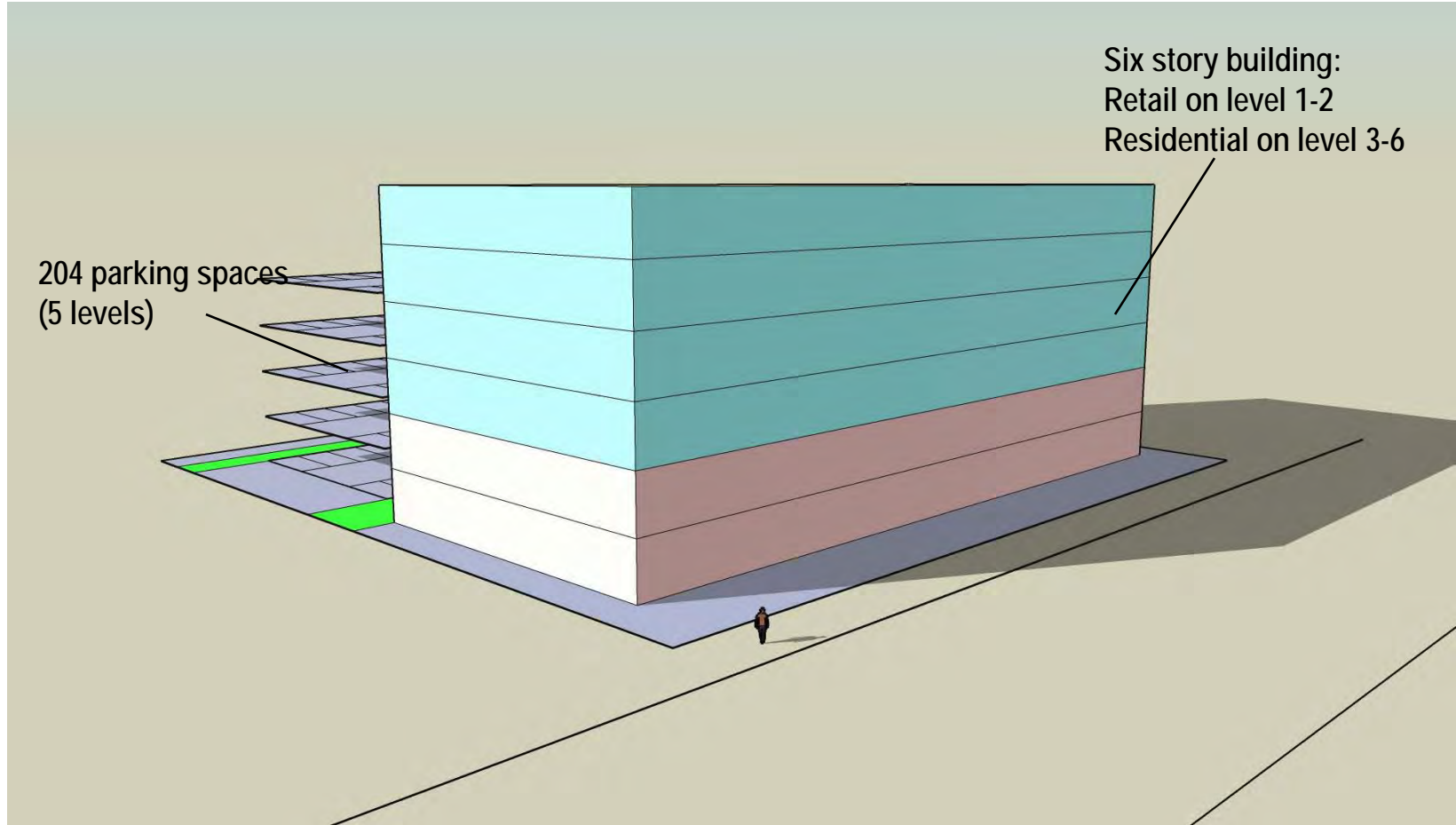
Two story building:
Retail on level 1-2



124 parking spaces
(2 levels)

Four story building:
Retail on level 1-2
Office on level 3-4



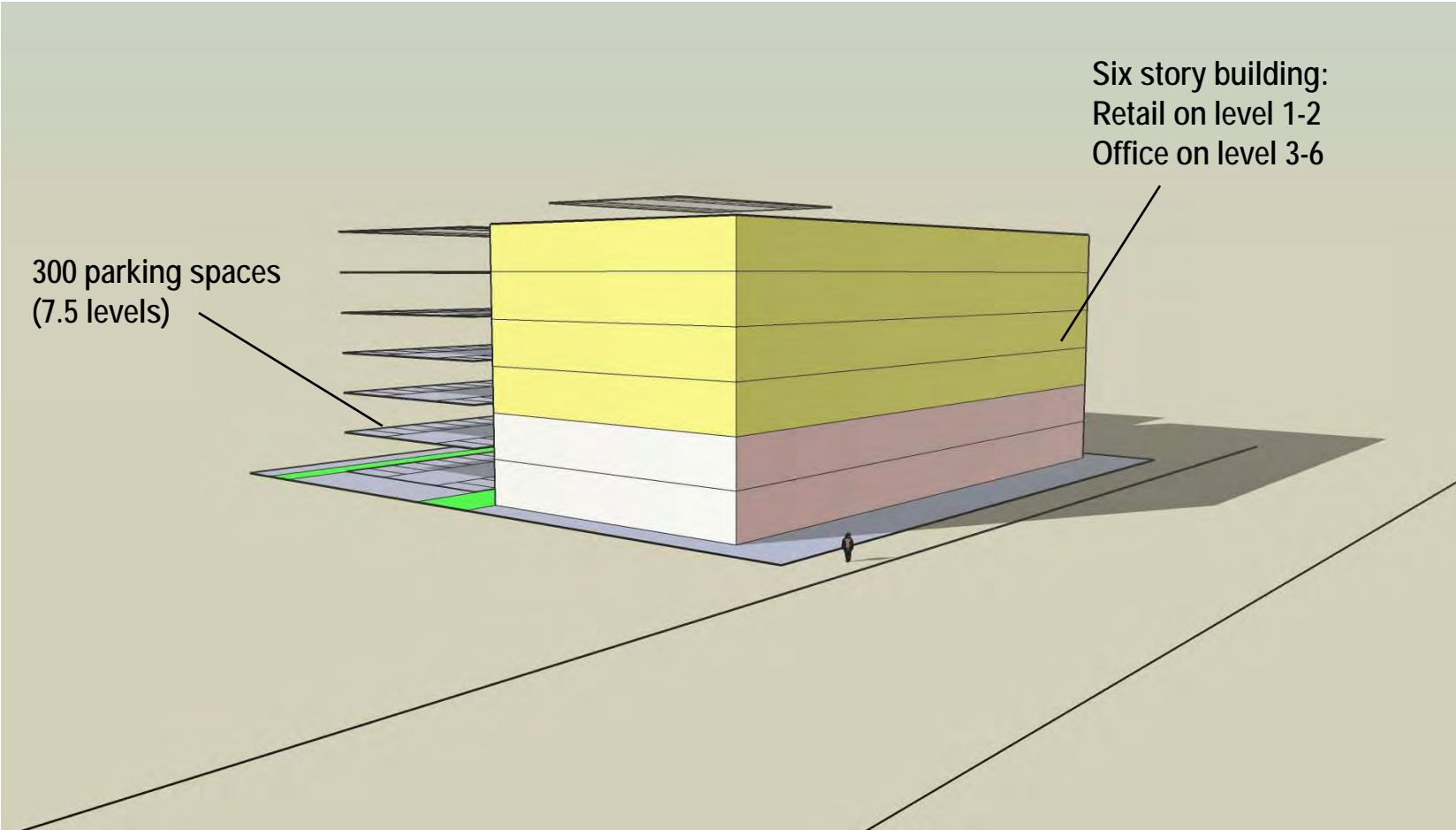


204 parking spaces
(5 levels)

Six story building:
Retail on level 1-2
Residential on level 3-6

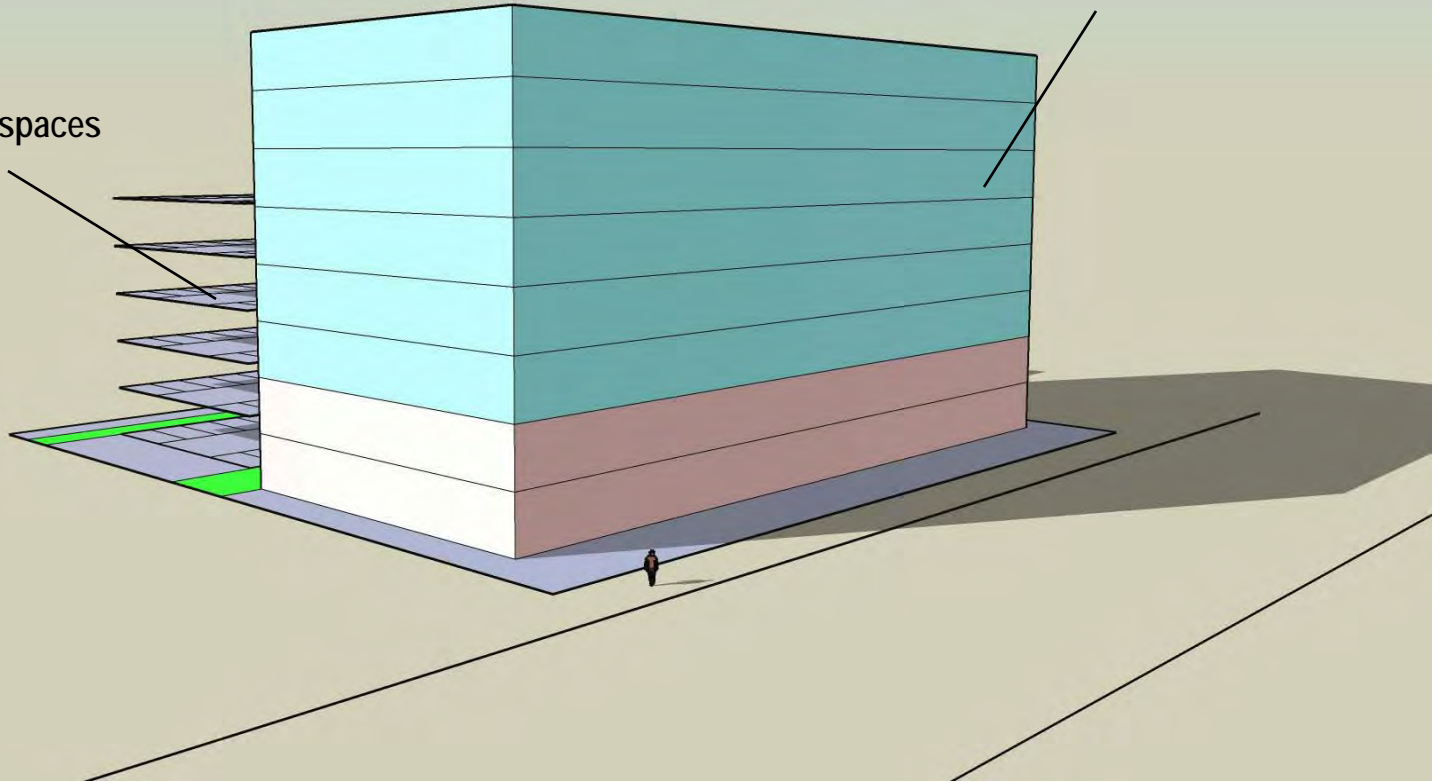
Six story building:
Retail on level 1-2
Office on level 3-6

300 parking spaces
(7.5 levels)



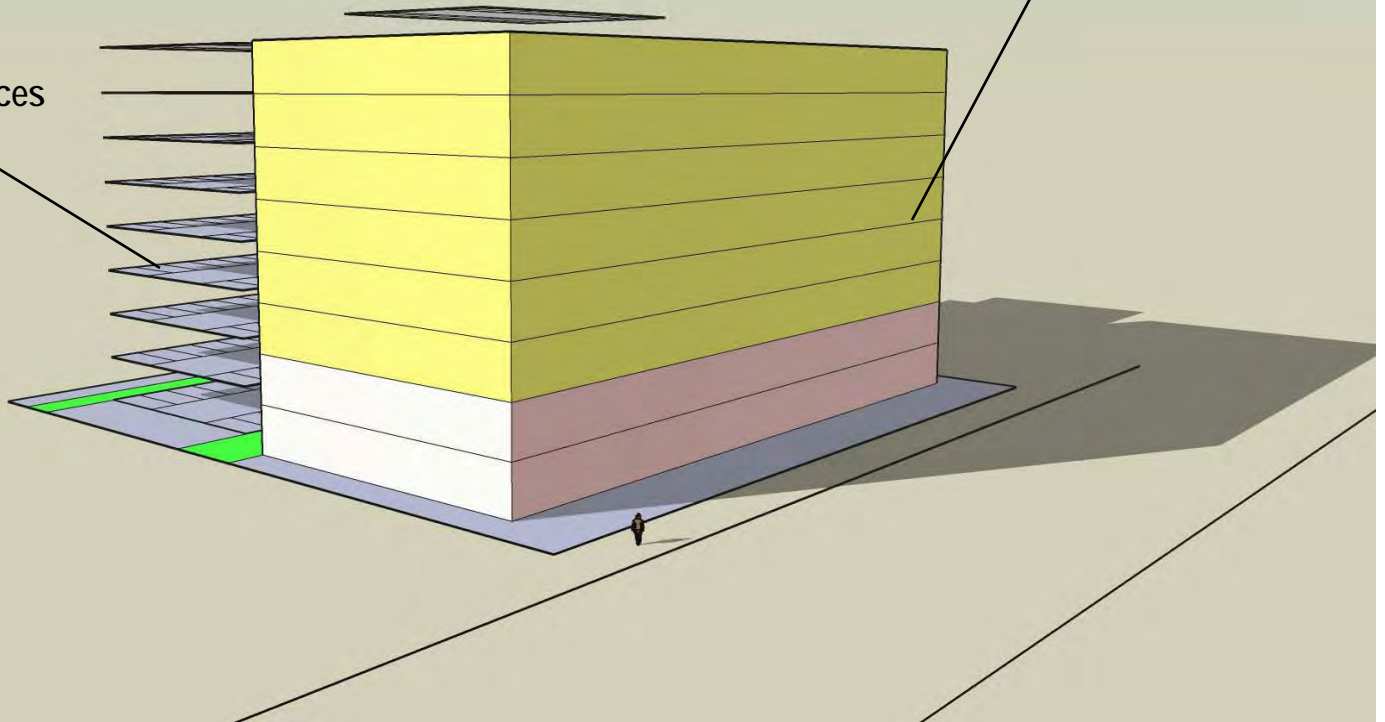
244 parking spaces
(6 levels)

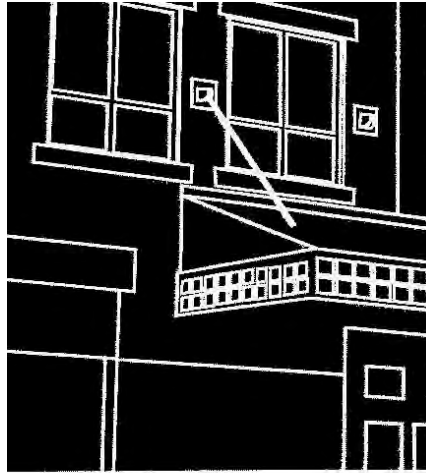
Eight story building:
Retail on level 1-2
Residential on level 3-8



388 parking spaces
(9.5 levels)

Eight story building:
Retail on level 1-2
Office on level 3-8





Question 5

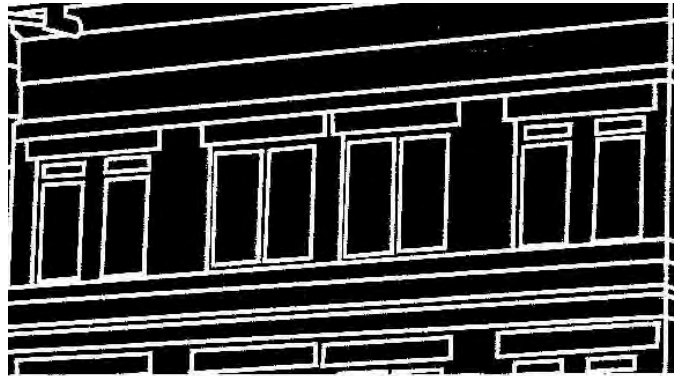
How important is it to retain space for the current stores, restaurants and amenities?



*Greenberry's in existing
two story building*



*Greenberry's in a four story building
in a new proposed Main Street*



Question 6

If the implementation of the Main Street design requires the demolition of the Old Firehouse, would you be in favor of this demolition?



McLean: The Old Firestation



Final Question

**What else should be considered
as we create a vision for
downtown McLean?**